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sociology . . . should be a science of fact." "This," says the author, "is the philosophical deduction from the foregoing considerations." A pretty small mouse from the travail represented by half a book! When the author arrives at his "applications," a few more or less commonplace suggestions in regard to public philanthropy, the treatment of criminals, education, etc., are advanced. There is nothing new, and much that is tiresome. A candid estimate places this volume in that numerous class of books on sociology which, after doing what they may to discredit the science, take their place on the shelves of second-hand book dealers at a greatly reduced price. I. W. H.

The Story of the Railroad. By CY WARMAN. New York: D. Appleton & Co., 1898. 8vo, pp. xviii + 280.

THE economic importance of railroads rather than anything contained in this volume, or in Mr. Warman's method of treating the subject, must be the excuse for a notice of this popular book in the JOURNAL OF POLITICAL ECONOMY. The student, however, who overlooks the conditions graphically set forth in this and similar books will never be able to understand the situation of the pioneer railways. The struggles of the construction engineers to overcome the difficulties of the mountain and the desert, furnish a tale of no less thrilling interest than the account of the contemporaneous struggle they carried on with the red men. Most of us have forgotten, if we ever knew, that this subjugation of the wilds has all taken place in our own time. The first of the Pacific roads was completed only thirty years ago, yet in that short space of time half a continent has been civilized, or at least has had the picturesque features of its wildness removed. And in this process the railway has been the one indispensable factor. The description of the conditions confronting the engineer and construction party on each of the great transcontinental lines makes it possible for the pleasure seeker passing over those lines in luxury today to realize something of the influence of the railway and the change it has wrought.

The accounts of camp life and pioneer conditions show one reason, and a very important one, for larger construction accounts, for larger railway capitalization, than would be required to build those roads under conditions existing today. Whether it be the Union Pacific, the Santa Fé, the Northern Pacific, the Canadian Pacific, the Denver and Rio Grande, or the Mexican railways which are described, the same

dangers and difficulties are met with, the same enormous outlays are necessary to do the initial work. The risks involved are not likely to be appreciated by us now, though only two or three decades have elapsed since those risks and dangers were very real.

In making clear the difficulties overcome and showing some of the advantages of the railroad this book is not without merit, but when the author attempts to discuss the present relations existing between the railways and the people, he betrays ignorance and prejudice in defense of the railways fully equal to that exhibited by populist attacks upon them. For example, on page 256 he says that "there are in the United States nearly one hundred thousand miles of bankrupt roads," . . . that "nearly two thirds of the mileage is in the hands of receivers," and that "there is no more reason why the government should run the railroads than there is for its interference with the packing houses, flour mills, or the millinery business."

Mr. Warman seems to have imbibed the spirit of the powerful men who did the deeds he describes. They would brook no control, at least not without a long and bitter struggle. But today their successors not only admit that their business differs so much from the manufacturer's and the merchant's that some control is necessary, but some of them even invoke government interference and regulation.

On page 259 we are told that the American railroads pay interest on only 30 per cent. of their securities. This statement is as wild as the receivership statistics, or worse. It would seem that Mr. Warman is ignorant of the existence of railway bonds and thinks watered stocks the only securities. He is more at home in description than in the treatment of economic questions.

W. H.

Parasitisme Organique et Parasitisme Social. By JEAN MASSART and ÉMILE VANDERVELDE. Paris: Schleicher Brothers, 1898. 12mo. pp. 167.

THE purpose of this volume is to show the relation between organic and social parasitism. It includes four chapters on the different forms of parasitism, the evolution of parasitism, the effect of the parasitic life upon the parasite, and the influence of parasitism upon the host. In each chapter the subject is considered from both points of view, that is the social and the biological. The familiar facts of organic parasitism are set forth and shown to be paralleled in almost every case by